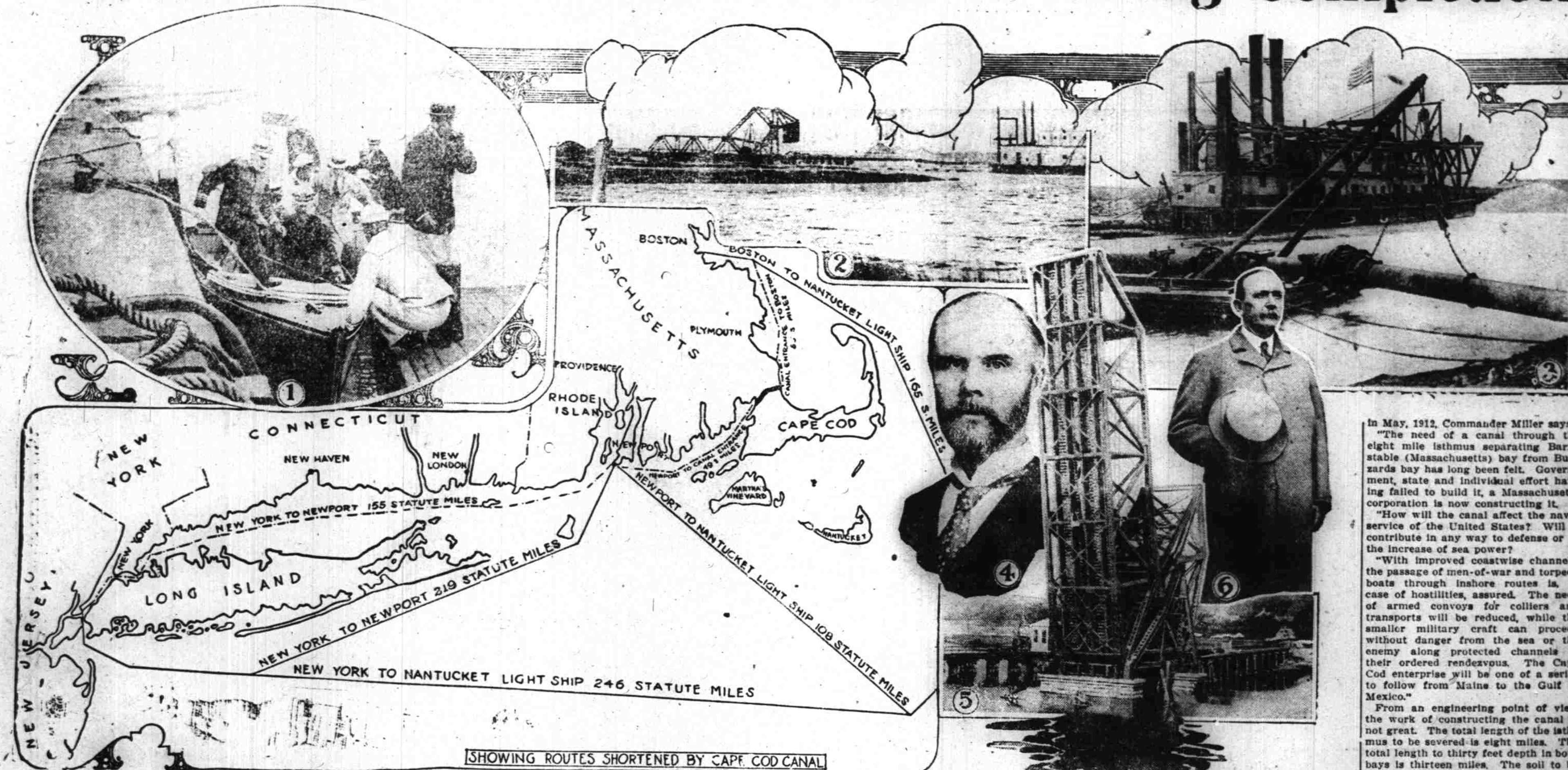


Panama Canal's "Little Brother" Nearing Completion



1—Admiral Schroeder and party inspecting canal. 2—Dredges at mouth of canal. 3—Giant dredge, General Mackenzie, at work. 4—William Barclay Parsons. 5—Bridge at Buzzards bay entrance to Cape Cod canal, opened. 6—August Belmont (photo by American Press Association).

By CHARLES N. LURIE.

Do you know that the Panama canal had a little brother in the United States? Well, it had and has, whether you knew it or not. It is kin to the Panama canal in virtue of the facts that it connects two important bodies of water and is being constructed at the same time as its more important contemporary. It is the Cape Cod canal, designed to connect the waters of Massachusetts bay on the north and the Atlantic ocean on the south, through Buzzards bay. While the reader looks at these lines—unless it be Sunday—the dredges are busily at work digging the canal. It will be finished about the end of next year and a

dream of canal building at least two centuries old will be realized. The canal will probably be opened for traffic by the end of 1913. From the eastern shore of Massachusetts juts out a long spit of land, frequently likened to a bent arm with clinched fist, which it resembles in contour. That is famous Cape Cod, around which the storms of ages have raged and on the shores of which hundreds of vessels have left their timbers, mingled in many cases with the bones of their navigators. Needless sacrifices, many of them, had the Cape Cod canal been a reality, instead of an idea, of the earliest settlers of New England, of the later colonists and of still more recent Americans. Eight miles of digging through sand

was all that lay in the way of the salvation of these lives and this property, eight miles at the highest twenty-nine feet in altitude, and nowhere presenting to the task of removal great engineering difficulties. Most of the distance through the narrow neck of land that lies just below the shoulder of the "arm" is traversed by the Monument river, and the engineers now in charge of the cutting of the tendon of soil have taken advantage of the sluggish stream. Belmont Head of Company. At the head of the building company is August Belmont, the New York financier. The chief engineer is William Barclay Parsons, who held the same position for the rapid transit commission of New York during the

construction of the subway and who was formerly a member of the consulting board of engineers of the Panama canal. In commencing the work in June, 1909, Mr. Belmont pledged himself to carry it through successfully. The cost of the canal will be about \$12,000,000. It is purely a private enterprise, and the company expects to be recompensed by tolls on the vessels passing through the waterway. Although the canal is short, compared to the Panama, Suez and other artificial waterways, in commercial importance it will rank among the leading canals of the earth. Recent estimates of the annual tonnage of freight passing through Vineyard Sound, all of which will be tribu-

tary to the canal, place it at 25,000,000, of which there are:

Coal	11,000,000
Stone	200,000
Novo Scotia plaster	200,000
Oil	200,000
High class merchandise	2,000,000

The remainder is crude material of various descriptions. The number of passengers between New York, southern and eastern points by water is today estimated at over 500,000 per year. Large Enough For Big Ships. The depth of the canal when it is completed will be twenty-five feet. This is enough to give free way to the largest coastwise vessels now afloat and to any of the vessels of the navy save the battleships. It is distinctly asserted by the builders of the canal that it

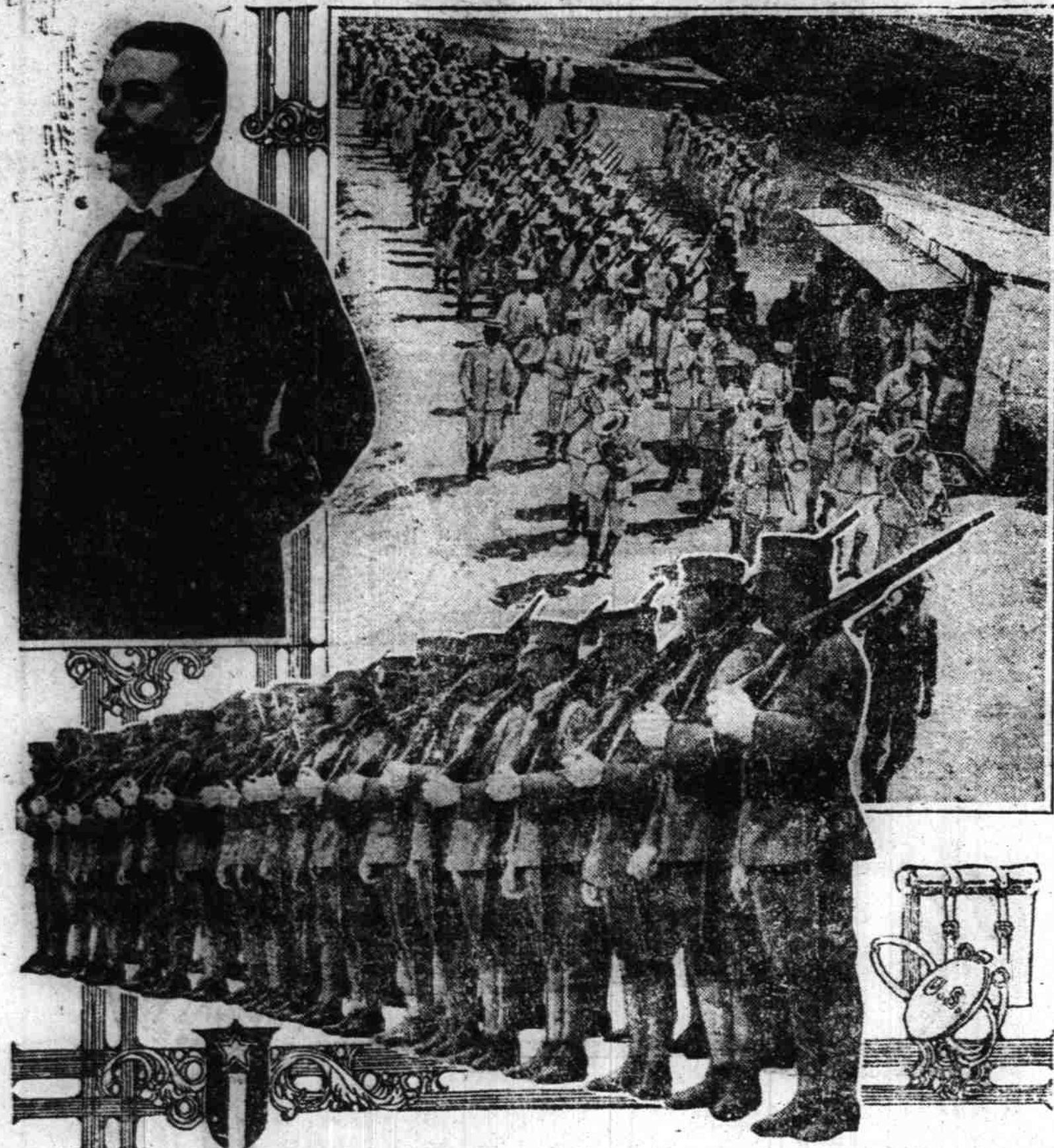
is being constructed for commercial, not military use, but the reservation is made that the government may if it wishes at any future time enlarge the canal to accommodate the biggest Dreadnoughts. The manner of dredging the canal and re-enforcing the banks is such that the enlargement will present no engineering difficulties. In this way an "inside" route for all of our warships will be provided between Boston and New York. The vice president of the company constructing the canal is Jacob W. Miller, late lieutenant commander United States navy and prominent in naval militia affairs. In an article on "The Navy's Interest in the Cape Cod Canal," printed in the Journal of the American Society of Naval Engineers

In May, 1912, Commander Miller says: "The need of a canal through the eight mile isthmus separating Buzzards bay from Buzzards bay has long been felt. Government, state and individual effort having failed to build it, a Massachusetts corporation is now constructing it. "How will the canal affect the naval service of the United States? Will it contribute in any way to defense or to the increase of sea power? "With improved coastwise channels, the passage of men-of-war and torpedo boats through inshore routes is, in case of hostilities, assured. The need of armed convoys for colliers and transports will be reduced, while the smaller military craft can proceed without danger from the sea or the enemy along protected channels to their ordered rendezvous. The Cape Cod enterprise will be one of a series to follow from Maine to the Gulf of Mexico. "From an engineering point of view the work of constructing the canal is not great. The total length of the isthmus to be covered is eight miles. The total length to thirty feet depth in both bays is thirteen miles. The soil to be cut is sand, with little quicksand or rocks, and amounts to 17,000,000 cubic yards. The deepest cut is twenty-nine feet above tide water. "The channel at both ends of the route, the natural marshes and streams already furnish a waterway for boats of light draft. The difference in tide between the two bays necessitates no locks. The depth of the canal as constructed is twenty-five feet, but ample provision has been made for possible deepening. The minimum width of the bottom is 100 feet through the central portion of the canal. This gives a surface width at the narrowest point of 250 feet, and the approaches will have a minimum bottom width of 250 feet. "The bridges crossing the canal are planned and built on the basis of an ultimate depth of canal of thirty-four feet. There will be three passing places for vessels in the canal, and provisions will be made for lighting, etc."

CUBA, ONE OF AMERICA'S BIGGEST QUESTION MARKS

President Gomez.

American Sailors Landing at Guantanamo Bay.



Cuban Regulars Ready to Go to the Front. (Photo by American Press Association).

LOOK at the map of Cuba from west to east, and, if you have a lively imagination, it will seem to you to have somewhat the shape of a question mark. Whether you have a good imagination or not, however, you will admit that Cuba is a burning question to the people of the United States, to the people of the island itself and to the rest of the world. Just now it is, besides being a ques-

tion, a thorn in the flesh of Uncle Sam. In the sugar business alone Americans have invested more than \$200,000,000 in Cuba. Besides, there is the immense tobacco interest as well as other investments. Before the world the United States of America is responsible for the existence of a stable and orderly government in Cuba. By agreement with Cuba itself the United States has the

right to intervene when disorder threatens to upset the regular order of things. So the recent sending of a military armed force to the island was not in contravention of any right of the islanders, but was a duty plainly imposed on the United States by international understanding. Besides, the United States has the further right, by treaty with Cuba, to maintain a naval station at Guantanamo bay, near the eastern

end of the island. The station affords a convenient base for operations. Cuba's most recent troubles are due to friction between whites and blacks. The issue between the two races is not involved or difficult of comprehension, although the line of demarcation between the two races is not easy to distinguish in many cases. The negroes, risen in armed revolt against the Havana government, have asserted that their work and sacrifices for republican government have been in vain, so far as social and official recognition is concerned. They say that to the white man of Cuba the negro with a machete or rifle, willing to fight and die for Cuba, is one person, while the same negro seeking public office or social recognition is quite another and inferior being. But there are "other times and other manners" in Cuba now. For one thing, Yankees in increasing number have invaded the island in search of wealth, and they have taken with them from the north the white American's aversion to meeting the negro as a social equal. Before the white Cuban, proud of his ancestry, looms before the specter of a nearby Haiti, despised and rejected of men as a "black man's country." It is low down in the scale of nations, with unstable government and filled with vague, nameless horrors that cause civilization to pass it by with averted eyes, although it lies not much farther from America and Europe than does Cuba. Now comes, this year, the presidential election in Cuba, to complicate matters. Jose Miguel Gomez, a former statesman, was elected in 1908 as the candidate of the Liberal party, one of the three which exist in Cuba. The others are the Conservatives, headed by General Mario Menocal, who fought in the war for freedom, and the Revolutionists, or colored party. General Menocal in especial is famous as a fighter. Gomez says a goodly share of warfare, but he first became very prominent as an opponent of the late Tomas Estrada Palma, the president who was overthrown in 1906. After the second American occupation came to an end, in 1909, Gomez assumed the office of president, to which he had been elected in the preceding year. Gomez has figured in the news as a determined foe of American intervention and has favored the repeal of the Platt amendment to the Cuban treaty which says that the United States should exercise the right to intervene "for the preservation of Cuban independence, the maintenance of a government adequate for the protection of life property and individual liberty." This attitude of opposition toward the possibility of American interference in island affairs has been the distinguishing mark of the Liberal party. Another line of contention which has figured very greatly in the present mixup of Cuban affairs has been the Morua law, which forbids the formation of political parties in Cuba along racial lines.

GEORGE T. ELLIS

THE OUTLET

PERPETRATED BY WALT McDUGALL

GINK AND BOOB • THEY'RE OUT AGAIN! WHEE! •

A SUMMER SUIT.

Benny Bleat had but one suit
When he went to the shore
But that one surely was a beauty;
No man could wish for more.
He worked that suit to beat the band,
In fact, it got no rest -
And meanwhile, you may understand,
Another suit he pressed.
For Benny Bleat had always heard
That summer girls were fickle
And that their solemn plight word
Was scarcely worth a nickel.

So Benny got right on the job
In sunshine and in moonlight dim
And he made love to every squab -
For all looked pretty good to him.
He courted every girl he met
Upon the warm, wet strand,
Declared she was his one best bet
And asked her for her hand.
Thus for two weeks he played the game
The gay, unfeeling brute!
To find, when cool September came,
He'd got another suit!

IT WAS A BREACH OF PROMISE SUIT!